THE DELAWARE AND HUDSON RAILROAD BULLETIN

"DEER'S LEAP MOUNTAIN
LAKE GEORGE

"The D&H"

JUNE 15, 1931

The "Sticker"

I saw a lad in tattered clothes;
He stood in sad, remorseful pose,
With bleeding nose and swollen eye,
And lips that tumbled forth a sigh.

Because he was so small in size,
I felt the urge to sympathize;
And walking at his side began
To offer pity, man to man:

"You are a sorry figure, lad,
But why take all the other had?
Why stand in battle, toe to toe,
And let a foeman hurt you so?"

With upraised head and flashing eye,
There came his words in quick reply:
"'Twas better, thus, to stand the gaff
Than face the scorning ones who laugh!"

His worthy message came to me:
I cannot, will not, "quitter" be;
And though it's hard to suffer, bleed,
A "sticker" is a man, indeed!

—J. D. MORGAN.

"the D&H" *The* DELAWARE AND HUDSON RAILROAD "the D&H"
CORPORATION
BULLETIN

From the Canadian Wilds

Boy Later Returned to "the States" to Become Delaware and Hudson Engineman

DEEP in the wilds of northwestern Canada, fifty miles from the nearest railroad, his next-door neighbor a mile and a half away, JOHN LOWMAN, retired Delaware and Hudson Engineman, of Ticonderoga, spent seven years of his boyhood. In the surrounding forests bears, wildcats, and wolves were as thick as woodchucks back in "the states." Born in Syracuse, N. Y., in November, 1857, just four months after his family landed in America from England, JOHN was five years old when his father decided to cast his lot with a few other farmers in the great Canadian Northwest.

JOHN LOWMAN

Oftentimes on the way home from the roughly constructed log schoolhouse, JOHN and his playmates would see a bear eyeing them from the thick, green wall of the forest trail. The beast would stand on his hind legs, resting his 'forepaws on a fallen log, to better view the children. A glance in his direction was enough, however, to send him lumbering off into the depths of the woods.

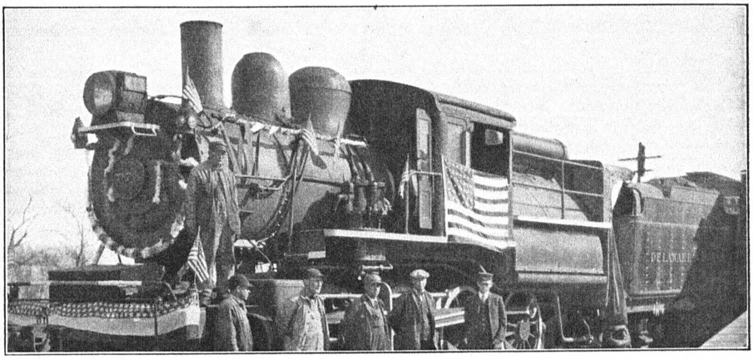
Wolves and wildcats were seldom seen, due to their natural cunning, yet at night their blood-curdling howls and cries echoed across the lake nearby. Near the Lowman homestead was a large swamp which was apparently the wolves' favorite haunt; a cautious woodsman could approach close enough to see their dog-like forms, noses pointed skyward, silhouetted against the sky, howling at the stars.

At times the children would see a wildcat basking in the sunlight among the uppermost branches of a forest tree. Only when intensely hungry would the beasts molest humans; when they did, a furry form would drop from a low hanging limb, its claws and teeth tearing the victim unmercifully until fought off. As a precaution against the raids of such animals, a ten- to fifteen-foot stockade enclosed the barns and other outbuildings.

Halfway across the ten-mile width of Lake Squgog was a large island inhabited by a tribe of Indians. JOHN frequently paddled to the native village to trade with the red men, who were willing to exchange large quantities of fish for a side of pork. Honest and trustworthy if treated fairly, they were treacherous and dangerous if angered or displeased in any way.

The Indian method of taking maskalonge and bass from the lake in winter was interesting to the white children. Small wooden fish were lowered into the water through a hole in the ice. The fisherman stood by, grasping a slender, sharp-pointed spear. When a game fish, lured by the decoy, rose to the surface, the weapon was thrust with lightning rapidity.

Back in New York State again, at the age of 12, JOHN had worked on his father's farm for two years, when he decided to hire out "on his own." Starting out early one morning, two shirts done up in a bandanna slung from a stick across his shoulder, JOHN walked until dark. That night he found shelter at a farmhouse. The following morning the farmer hired him, and he remained there two years.



MR. LOWMAN, on Engine, Before Making Last Run

Some time later, while living in Saratoga Springs, he was one of the Delaware and Hudsons' witnesses in a lawsuit. During the trial he met Vice-President Young, Superintendent C. D. Hammond, and Master Mechanic Blackall, all of whom treated him so well that he applied for a position as fireman. On June 27, 1889, he saw his first rail service on a switch engine at Whitehall. Three weeks later MR. LOWMAN was assigned to a main line run between Whitehall and Rouses Point with Engineman William Combs. When Mr. Combs took passenger trains No. 3 and 4, MR. LOWMAN went with him. The balance of his ten years as a fireman was spent on passenger trains.

Following his promotion to the right side of the cab, on May 26, 1898, MR. LOWMAN was almost immediately assigned to a through freight run between Whitehall and Rouses Point. Several years in the Whitehall yards preceded his last position on the Ticonderoga Branch, where for over 23 years he ran the trains operating between Montcalm Landing and Ticonderoga.

Ticonderoga will not soon forget his last day in active Delaware and Hudson service. From the time he reported for work on the morning of February 28, 1931, until late that evening, the day was replete with pleasant surprises.

That morning his engine, the 773, was gayly decorated. As he left Ticonderoga on the last four-mile round trip of the day, the track was lined with torpedoes, which cracked out a series of sharp salutes to the retiring veteran. On the return run the torpedo salute was repeated, red lights lining the track for several hundred feet within the village limits. A band was on hand at the station as cheering friends escorted him to a waiting taxi, in which he was driven to his home.

MR. LOWMAN now lives with his wife, daughter, and two grandchildren on the outskirts of the quiet little Adirondack village.

Better Qualified!

"Rastus, how is it you have given up going to church?" asked Pastor Brown.

"Well, sah," replied Rastus. "it's dis way. I like to take an active part an' I used to pass de collection basket, but dey's give de job to Brother Green, who jest returned from Ovah Thai-ah."

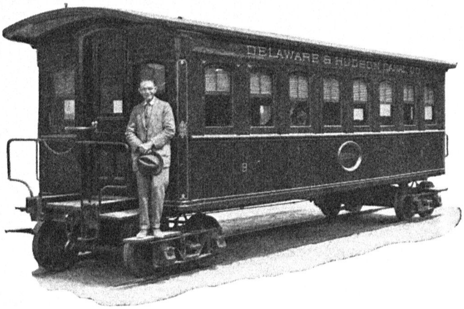
"In recognition of his heroic service, I suppose?"

"No sah, I reckon he got dat job in reco'nition of his having lost one o' his hands."

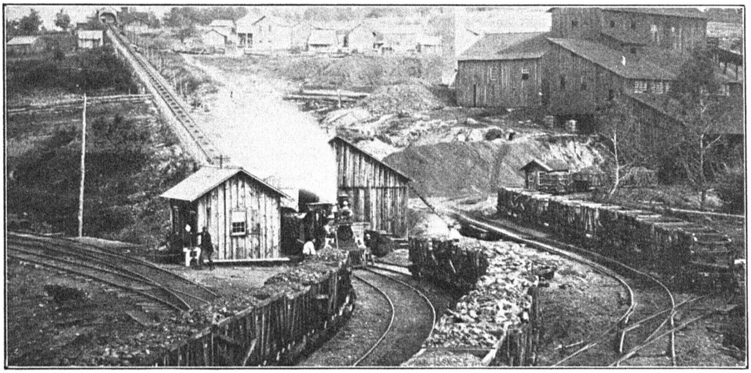
Up Hill and Down Dale by Gravity Rail

By N. H. Hiller, Jr.

(Continued from last issue)



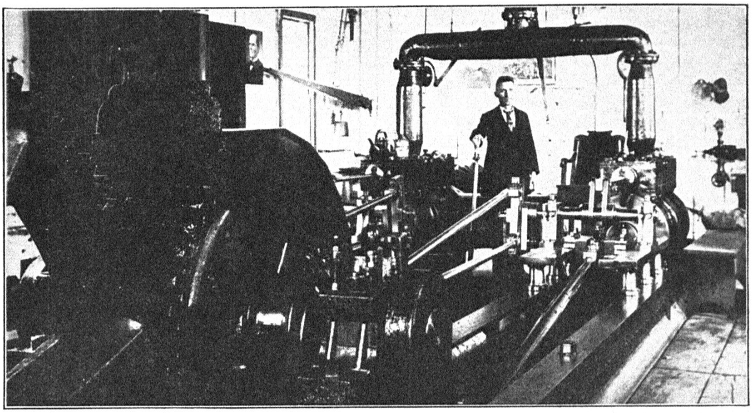
As originally planned, the railroad running from Carbondale to Honesdale consisted of five planes or inclines leading from Carbondale five miles to the summit of the hill at Farview or Rix's Gap, some 858 feet above Carbondale; and thence by a series of three planes the cars were let down three miles to Waymart at the eastern foot of the hill. From here an ordinary track was laid at a constant grade to Honesdale, a distance of ten miles. At all times the gauge of the Gravity Railroad was three feet, six inches. Each of these planes had at its bottom or top a large undershot or overshot water wheel, of varying diameter. At the foot of old Number One plane, records show that a fifty foot undershot water wheel was used for the first eighteen years of the road's operation. Although water power was abundant at that time, there was none to be had at the summit of the grade at Farview and for power at this point, it is said that a Watt nominal pressure engine was employed. It is a pity that nothing of this engine remains today, only the huge flywheel and crank pits showing where it once stood, a monument of the time when a steam engine was a marvel which was not to be compared with anything the world possessed. The inclines were constructed as a single track with a turn-out of perhaps two hundred feet in length in the middle. The planes average some two thousand feet in length and were on a gradient of about fifteen to



Junction of Steam and Gravity Roads, Olyphant, Pa.

twenty per cent. Chain cables were at first used, but due to constant breakage, hemp rope cables were imported from England and were used until about 1840. The method of operation was somewhat as follows: A trip or train of five loaded cars, each with perhaps 1,500 pounds of coal as a load, was brought by horsepower to the bottom of a plane and a trip of five light or unloaded cars was brought by gravity to the top of this plane. The cables were attached to the cars and, since the cables ran over a winding drum on the shaft of the water wheel, the wheel being started, the only work necessary was that needed to overcome friction and to lift the load of coal. When the loaded trip reached the top of the plane, it was disconnected from the hoisting cable and drifted down, by means of gravity, to the foot of the next plane where the same method was repeated. At the top of the fifth plane, the loaded trip was moved to the planes which dropped it into Waymart. Here, since the loaded trip was going down, energy had to be dispelled by means of some sort of brake, and the simplest form of brake was utilized. The winding drum was connected to a large fan by a train of gears with the fan speed eight times that of the drum. These fans were like water wheels, ten feet in diameter with ten blades three feet wide and from six to eight feet long. The fans absorbed the energy easily and regulated the speed on the down trips to about fifteen miles an hour. Of course, the light trips on the return from Honesdale were drawn uphill by the loaded trips descending. From Waymart, there was a ruling grade of about fifty feet to the mile all the way to Honesdale, down which the loaded trips ran and were controlled by one brakeman operating sprags on the rails. On the return trip from Honesdale, horses were used to draw the empty cars to Waymart, although steam locomotives purchased in England by Horatio Allen were primarily intended for this purpose. The horses were returned to Honesdale after the trip to Waymart by means of horsecars, flat cars which were attached to the end of a loaded trip and drifted back to Honesdale.

In 1847, the use of steam had become more or less general and the company found that it would be better to equip its planes with steam engines and remove the faithful water wheels. They therefore let bids out to the Novelty Iron Works, the West Point Foundry, and to the Berdens Foundry Company for steam engines and boilers and their installation. In order to regulate better the flow of traffic over the system, the turnouts were abolished and double tracks were established everywhere on the planes. At this time, also, the "T" rail was installed, the rails until then having been ordinary strap iron of about one inch in thickness and two inches in width, spiked on hardwood stringers which in turn, were spiked to the



Stationary Steam Engines Replaced Water Wheels

(Continued on page 188)

Workmen's Compensation

By JESSE C. ELLIS, *Compensation Claim Agent*

FOR centuries past, the system of liability of employers toward employees, speaking generally, was founded upon fault. That is, an employee, who was injured while working, could only recover damages from his employer when a jury found that the employer was negligent and that his negligence caused the accident. Even then, the employee could not recover in case he was guilty of contributory negligence, or the negligence of a fellow workman caused the injury, or he assumed the risk of the employment. For injuries due to the inherent hazards of the employment, and accidents due to an act of God or for which the blame could not be fixed, the employer was not liable. These were fundamental principles of the common law of England and these same fundamental principles of common law were brought to this country and were accepted and enforced by all of the courts until the enactment of the Compensation Laws of the various states, or the enactment by Congress of special acts designed to protect and to provide redress for certain classes of employees, such as railroad employees injured while engaged in interstate commerce.

Demand for Change

Naturally, under the old common law system, recovery was allowed in only a very small proportion of the cases of actual injury. It was a common experience that large verdicts, sometimes unduly large, were often awarded by sympathetic juries in those few cases which were allowed to go to them. The delay in this, as in all other kinds of litigation, was, of course, enormous and it was obvious that to no other class of litigants was immediate relief more necessary than to the industrial worker. Even a large sum, received a year or two years after the injury or death, found the plaintiff or his family in want, while the money, when recovered, was, more often than not, regarded as a sudden windfall to be spent extravagantly or invested foolishly. Then again, the amount to finally reach the injured party seldom amounted to more than half of the sum actually paid in damages by the employer and this sum did not represent by any means his sole expense. His legal expenses were large and the waste of time and the dislocation of his business entailed in repeated trials, were considerable items. Besides this, there was the inevitable friction engendered by proceedings between employer and employee.

For the above reasons there arose a demand for a change such as should insure to the employee practically immediate relief by way of temporary support and medical attendance, coupled with an assurance of future support. There was persistent, bitter criticism of the old method, as a result of which an effort was made to discover a more satisfactory plan for dealing with industrial accidents.

Germany Takes First Step

It may be said in passing, that much of the criticism directed at the principles of the common law was unfair and unreasonable, in that it asserted that certain defenses available in actions brought by servants against their masters, were peculiar to that relation and that the Courts were inclined to favor the interests of business at the expense of the personal rights of the poor and lowly. There was, in fact, no justice in these assertions, for the defenses referred to, assumption of risk and contributory negligence, were not peculiar to the relation of master and servant. Irrespective, however, of the justice or injustice of the forms of the criticism against the state of the law of master and servant, there seemed to be little doubt that in practice, the results reached were not satisfactory to anyone; they certainly did not satisfy the working classes; they did not satisfy the social reformers; and they did not satisfy the employer.

The first practical step in this direction was taken by Germany in 1884. This German Act provided compulsory insurance for all injuries caused by industrial accidents. It obliged all workmen to join in sickness associations, which administered and distributed funds raised by joint contributions of the employer and employee. The state contributed a part of the expense of administration by allowing collections and distributions to be made through the post office and investigations and reports to be made by the police. These associations not only took care of sickness in its primary sense, but also cared for all cases of accidental injury which caused disability of not longer than thirteen weeks. After that time the injured workman was cared for by payments from the accident insurance funds maintained entirely from contributions from the employers, who, for this purpose, were grouped into insurance associations.

The first real Workmen's Compensation Act was passed in England in 1897. It differed radically and fundamentally from the German act. In the first place, it was not an insurance act. The burden of paying compensation was thrown, not upon an insurance association of employers, but upon the particular employer in whose service an employee was injured. It was left entirely to his choice, to insure himself against this liability or not. In the second place, no provision was made for any contribution by the employee, nor for the creation of sickness funds to take up the burden of compensating sickness and short-lived disabilities. As did the German act, this English law only covered what was termed ultra-hazardous trades. By amendment in 1906, the English act was extended to cover all employments. At the same time an occupational diseases act was passed, providing for the payment of compensation to those who had contracted certain specified forms of occupational diseases. This English act has been a model for many compensation laws, both in the English Colonies and America. Eventually every European country adopted some kind of a compensation act. Due, undoubtedly, to the influence of Great Britain, compensation legislation in Canada had an early origin, for in 1902 the Province of British Columbia passed a compensation act to be followed by all the provinces.

Why America Waited

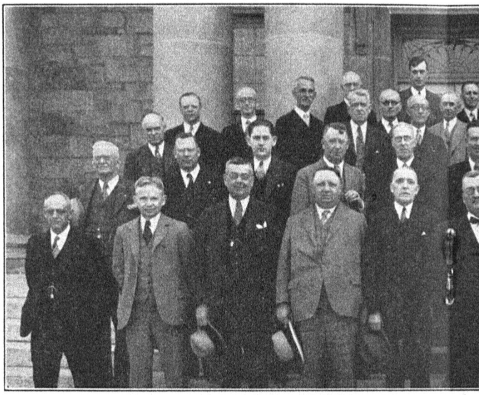
That the demand for a change in method in America had not been sooner felt may possibly be attributed to the following causes—first, that America, in matters of social legislation, was probably the most conservative country in the world, and second, that the American working classes were, as a whole, in a better economic condition than any other, and better able themselves to care for their disabled members.

It was not until the beginning of the present century that there was a movement for the enactment of legislation to take the place of the old common law remedy in the United State. The old methods of manufacture, and even many of the old industries, had become obsolete and had been superseded by rapid, complicated and hazardous methods, growing out of improvements directed toward the cheapening of products. The ancient relation of employer and employee, under which the employee generally worked beneath the eyes of the employer, had ceased to exist. Up to this time, notwithstanding the great changes in the character of the employment and in the hazards, there had been for years practically no change in the law of master and servant. It was thought that the common law remedy with its expense, delays and uncertainties was unjust to both employer and employee—a source of unfair oppression to the employer, and a cause of unmerited hardship to the employee.

Many suggestions were made as to a remedy, but various commissions appointed for the purpose

Agents Meet

Visit to Fort Follows Business



MORE than forty members of The Delaware and Hudson Freight and Ticket Agents' Association, representing stations on all four divisions, gathered in the Community Building, Ticonderoga, N. Y., for the organization's quarterly meeting, Friday, May 22.

The business session was followed by talks by President K. C. Bowman, of the Dock and Coal Company, Plattsburg, and Mr. Charles D. Winter, of the Hudson Coal Company. Three reels of moving pictures were then shown, portraying the successive steps in the preparation of anthracite from the time the miner enters the mine, through the processes of drilling, blasting, removing impurities in the breaker, to the final loading in cars finally reported themselves as being strongly of the opinion that industry itself should shoulder the burden without the contribution of the employee. Industry had the burden of the wearing out and destruction of machinery necessarily resulting from its use, and it was concluded that industry should also bear the burden of the wearing out and destruction of the efficiency of the human machines, without which industry could not survive. In bringing this about, radical changes in the law governing employer and employee must be made. This problem was presented when a man's life was lost or his efficiency decreased through injury in his employment, humanity demanded that his dependents, in case of his death, and he himself in case of injury, should be cared for. This care must be given, either by the community at large or the industry in which the loss was suffered. It seemed fitting that some device, spreading this burden throughout the whole industry, should be created whereby the employer might be protected from continuous litigation, and the employee relieved from the necessity of seeking redress in the courts for loss of ability to earn a livelihood.

There was, of course, objection to the imposition of this obligation upon industry upon the grounds that the employee should bear his share of the burden, particularly in view of the fact that such a scheme seemed practically in the nature of accident insurance. It seemed, however, more feasible to assess the whole burden upon industry, because like all other losses growing out of depreciation in machinery in the plant, and other expenses, this added charge would be taken care of in the prices obtained by the employer for his product.

First Compensation Act

The first official recognition of the principle of Workmen's Compensation in this country, was in 1908, when Congress passed the Federal Workmen's Compensation Act affecting employees of the Government service. This act was approved by President Roosevelt on May 30, 1908. The President, on January 31st of the same year, sent a message to Congress in which he advocated the passage of laws to bring relief to injured workers, and indicating at the same time the duty of the legislatures of the several states in this respect.

Former Governor Charles E. Hughes of New York, now Chief Justice of the United States Supreme Court, in his 1909 annual message advocated the enactment of like legislation for the protection of New York State employees. In the same year the legislature of this State passed an act which authorized the appointment of a commission "to enquire into the working of a law in the State of New York relative to the liability of employers to employees for industrial accidents, and into comparative efficiency, cost, justice, merit, and defects of the laws in other states and countries relative to the subject."

(To be concluded)

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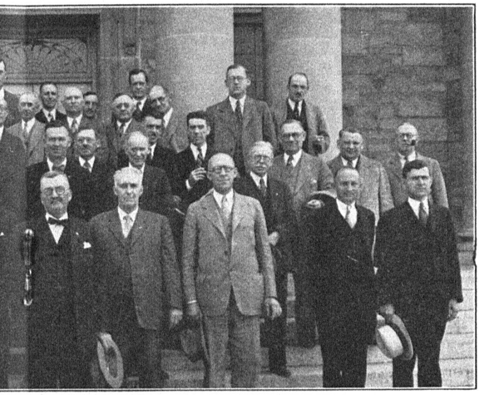
usiness Session and Luncheon



for shipment to the consumer. Mr. Winter explained the various operations as they were flashed on the screen.

After lunch, which was served in the Hotel Burleigh, the agents were taken to Fort Ticonderoga, the historic background of which was outlined by L. F. PERRY, retired Assistant to General Traffic Manager.

Of particular interest was the fact that all six executive officers were able to be in attendance: President EDWARD MARTIN, Cooperstown; Vice-Presidents E. J. BRENNER, Wilkes-Barre; H. C. BECKER, Binghamton; W. A. LITTLE, Glens Falls; and FRED FLANNERY, Ticonderoga; and Secretary-Treasurer J. F. COSTELLO, Troy.

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All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

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Backgrounds

HOW many people are there who buy good clothes, rent good houses to live in, entertain lavishly—living beyond their means while doing so? And how often, when something happens unexpectedly in the family, is the real position of these people exposed and we see there just isn't any background. All the time they had been putting up a good "front" and nothing else!

Many a man supposed to be financially comfortable has died leaving not a cent of savings and not a penny of insurance for his family. And when these dependents are left in such poverty that they are thrown on the public for support, the man appears as ridiculous as the nobleman who is richly dressed outside but has not a shirt to his back.

When this company arranged to provide Group Insurance for its employees, it was thinking of the *background*. It had in mind supplementing the estate which every man should create for his dependents, or the estate which every independent person should create to keep himself or herself out of that class which is unprepared for emergencies. It wanted to awake its employees to the fact that they needed this protection, and at the same time help them to get it at the lowest possible cost to themselves.

Insurance is something no one can afford to be without. For the head of the family it affords peace of mind regarding his dependents—for the unmarried person it affords a sense of independence in case the unexpected happens.

Far better than putting on a "front" is to live within your income, save money, invest wisely, and provide yourself with adequate insurance protection. The background you build up in this way will serve you well through life, and your family afterwards.

The Pay Car

A REMARK, said to have been made by one of a group of railroad men, was recently quoted in a local newspaper—"I don't care if they knock every train off the road, if they only keep the pay car going." Doubtless said in jest, yet a serious thing to treat lightly.

It is the same idea which prompts the street-car operator to turn his "blind" eye toward the hurrying would-be passenger, not realizing that by so doing he is but sealing the doom of his job by decreasing the company's revenue, although he gets his week's pay regularly up to the day the blow falls.

There is no need to bring the street-car operator into this at all, but we see faults in others so much more easily than in ourselves. The fellow who doesn't care "if they knock every train off the road" is no asset to his employer.

The thoughtful and helpful employees far outnumber the rest, and the fellow with the "don't care" attitude should realize that he is in the "uncomfortable minority."

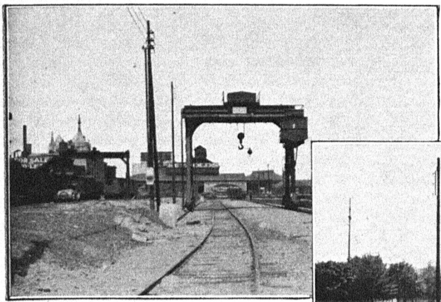
The only reason all trains, including the pay-car, have not been "knocked off," for some of us, long before this, is that a lot of people *have* cared and worked and planned in order to prevent the hardships which a general lay-off, with its far-reaching effects in every community along the line, must involve.

Unusual Souvenir

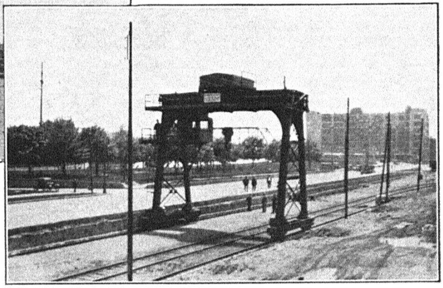
AN unusual souvenir of the opening of the Delaware and Hudson's new freight house at Scranton, in the form of the bill of lading covering the first consignment received at the new building for shipment, was sent to Division Freight and Passenger Agent J. J. COYLE by Mr. Philo W. Butler, president of the firm of Gaylor & Butler.

The bill of lading covers a bag of iron pipe fittings consigned to the West End Coal Company of Mocanaqua, Pa.

New Traveling Crane



Above: Old crane and General Office Building tower at left of transmission line.



Below: Bridge over Hudson River and site of new span seen through new hoist.

UNLOADING a shipment of two-ton marble blocks for use in the construction of the new Albany Academy for Boys, on the morning of May 26th, was hardly enough to put a strain on the cables of the new 40-ton, "Northern," electric traveling crane, just installed in the Delaware and Hudson's freight delivery yard at Madison Avenue and Broadway, Albany. In fact, handling this first assignment did not necessitate the use of the large hoist with its 12 lines of cable to share the loads which are suspended from the massive hook, the small "high speed" hoisting mechanism proving more than equal to the task.

The new crane, which can maneuver throughout the length of a 300-foot track, replaces the 20-ton stationary crane which has done duty at this point previously. The track, of 32-foot gauge, is built of 90-pound rails laid on a concrete foundation. Substantial concrete bumping posts at either end of the runway limit the travel of the crane.

Separate motors, controlled from the elevated cab, operate the two hoists, and the transverse and longitudinal movements of the machine. Power is supplied by three elevated trolley wires, at the west side of the crane-way, supplying 3-phase, 60-cycle current at 220 volts.

The main hoist is capable of lifting a 40-ton load at the rate of 10 feet a minute to a maximum height of 26 feet, while the 5-ton auxiliary hoist operates at 60-feet per minute through a distance of 27 feet, 8 inches.

Electrical brakes and a large gong safe-guard the operation of the crane at all times. Three electric heaters within the glass-enclosed cab, and powerful lights beneath the bridge of the crane provide for day or night operation in all winds and weathers.

By Wire

Some years ago the agent at Leavenworth, Kan., deemed it advisable to wire the superintendent concerning the condition of the foundation that supported the freight house and, accordingly, filed the following message with the operator: "Foundation under depot needs attention at once."

In the Morse code the letter "t" is represented by a short dash, and the letter "l" by a long dash. The superintendent's copy read as follows: "Found a lion under depot needs attention at once."

Being a rather unusual circumstance, the superintendent wired back as follows: "Feed the animal and notify live stock department."

Up Hill and Down Dale

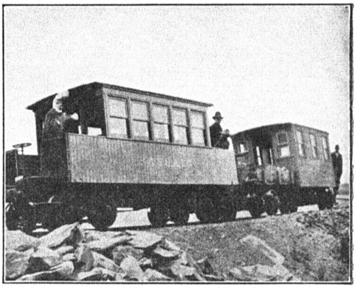
(Continued from page 182)

cross ties. The adoption of the "T" rail gave much greater strength to the roadbed and heavier loads were inaugurated. The same gauge was retained. Of this second system, little can be found out today save that it was quite successful in handling the ever-increasing traffic over the line. It proved entirely the ability of steam to eliminate the water wheel and showed that other improvements would have to be made in the dispatching of trains over the road if competition were to be met. About 1849, a new system was begun to return cars from Honesdale to Waymart. Instead of using the horses, planes were built on the side hills which allowed the hoisting of the empty cars to the summit of a hill and then allowing them to coast down the hillside on a fifty-foot-to-the-mile grade to the floor of the valley below, whence another plane would repeat the operation. The water wheels discarded from the planes on the Carbondale slopes were used in this system and its success was immediately apparent.

In 1857, the increasing traffic on the road demanding a new method of transportation, the old lines were discarded and an entirely new series of planes built. These consisted of eight in number from Carbondale to the summit, replacing the five formerly used, and all operated by steam plants supplied by the Dixon works. From Summit to Waymart, the same three descending planes were retained with the addition of one more to make the grade lighter and instead of the loaded cars descending pulling up the empties, a series of three new planes was constructed, one being the longest on the gravity, some 2,630 feet in length. Steam equipment was used on these upbound planes and the fan brakes were used to check the down trips. The officials recognized the value of the independent system and in 1866, began and finished the construction of the light track from Summit to Carbondale, a line which ran some twelve miles down the face of the hills at an average grade of eighty feet to the mile and at a maximum of one hundred and ten.

Passenger traffic was begun in 1860 and continued until the abandonment of the road in 1899. Because of the fact that the right-of-way led through virgin timber in many places, and because there was no smoke, dust, or dirt, many tourists came to Carbondale and Honesdale to make the trip, feeling amply repaid through the comfort of the travel and the beauty of the scenery. In 1869, the Gravity Road was extended by means of the same series of planes to a point near Scranton, where further development was retarded by the extended use of the steam locomotive.

On the railway of 1857, the equipment was up-to-date in every respect. The boilers, cylindrical in type, were suspended from I-beams in batteries of three to each furnace. Each boiler was thirty-three inches in diameter and fifty feet long, giving some 260 square feet of heating surface. On the loaded planes, there were three batteries of boilers and on the light planes, two batteries. The engines used were of the two-cylinder slide-valve type with cranks mounted at ninety degrees and with Stephenson reversing mechanism. For the loaded planes, these engines were eighteen inch diameter of cylinder and thirty-six inch stroke, while the light plane engines were of fourteen inch diameter and thirty-six inch stroke.



Private Cars

The speed on the planes was calculated to be about twenty-five miles an hour, and with hoisting drums eleven feet in diameter and fifty-three to 113 gear ratio, this meant an engine speed of 135 revolutions a minute or equivalent to a piston speed of 810 feet a minute, which was high for that period. The hoisting drums were constructed out of three iron wheels put on the hoisting shaft at a distance of about three feet apart, so that the total width remained six feet. On the top of these wheels and connecting them were a number of oak beams, four inches by four, and these formed the outside of the cylindrical drum as it then stood. A sort of lathe was then built so that the cutting tool was mounted in front of this cylinder and a screw thread with a pitch of 1.4 inches was then cut to hold the cable in place. By use of this simple device, the drums as they wore out, could be rebuilt in a head house, as the engine houses at the heads of the planes were called, in a single day and with a few special tools. The cables were first of iron wire and later of steel wire, one and one-quarter inches in diameter. The boilers utilized natural draft from a sixty foot brick chimney and burned the smaller sizes of hard coal in grates six by nine feet, one grate for each battery of three boilers.

(To be concluded)

Life Insurance

Claims for $61,150.00 Paid Under Group Plan

THE beneficiaries of 35 Delaware and Hudson men, nine of whom were on the company's pension roll at the time of their deaths, received a total of $61,150 during the months of February, March, and April under the Life, Accidental Death and Dismemberment, and Engineers' Special Group Insurance plans. In three cases twice the face of the Life Insurance policy was paid because the employees' deaths were accidental, and $3,000 was paid under the Special Plan for Engineers in each of two instances.

The total payment was distributed as follows:

NAME	OCCUPATION	LOCATION	DATE DIED	AMOUNT
Brighton, Martin	Crossing Watchman	Albany	2-14-31	$1,200
Burnett, Peter	Crossing Watchman	Unadilla	2-30-31	1,400
Burrell, Seymour	Engineman	Oneonta	3-20-31	**5,600
Calicone, Nicholas (P)	Crossing Watchman	Whitehall	2-11-31	1,000
Campbell, John E.	Chief Clerk	Albany	4-10-31	2,000
Cavanaugh, Dennis (P)	Loco. Cleaner	Saratoga	3-29-31	1,600
Coffin, Eugene H. (P)	Trucker	Binghamton	3-30-31	1,000
Connors, Dennis	Crossing Watchman	Colonie	4-5-31	500
Corsall, Joseph T.	Section Foreman	Lake George	3-30-31	1,000
Doyle, Andrew F.	Machinist	Colonie	1-27-31	1,800
Greenley, Harry T.	Fireman	Green Ridge	2-10-31	1,800
Healey, Arthur	Trainman	Carbondale	3-20-31	*2,000
Jones, Thomas	Trainman	Whitehall	4-13-31	2,000
Kane, James E.	Engineman	Oneonta	2-4-31	* **9,400
Kenny, Thomas	Crossing Watchman	Scranton	3-9-31	250
Lee, Thomas (P)	Trainman	Colonie	1-27-31	1,600
Leonard, Dow F.	Air Brake Repairer	Oneonta	2-13-31	1,400
Lower, George W. (P)	Agent and Telegrapher	Avoca	1-6-31	1,800
Lynch, Patrick	Mine Cave Watchman	Mayfield	2-28-31	500
McCarthy, John B.	Crossing Watchman	Watervliet	2-4-31	1,600
Miller, William J.	Storehouse Helper	Colonie	3-27-31	1,000
Moore, Thomas J.	Tool Supply Man	Wilkes-Barre	3-28-31	1,400
Murphy, John J.	Switchtender	Albany	4-24-31	1,000
Pelair, John	Trackman	Carbondale	2-6-31	1,000
Pierce, William A.	P. and P. Fitter	Oneonta	2-13-31	1,600
Piruco, Frank	Crossing Watchman	Saratoga	3-7-31	1,000
Poland, Edward G.	Fireman	Plattsburg	3-3-31	500
Ross, James P.	Section Foreman	Whitehall	2-17-31	2,000
Simpson, John	Laborer	Windsor	2-8-31	*2,000
Smith, Lawrence (P)	Trackman	Carbondale	2-16-31	1,000
Stroyan, Walter (P)	Fireman	Binghamton	4-10-27	1,200
Trusten, James (P)	Switchtender	Albany	3-30-31	1,000
Wait, Day F.	Paymaster	Albany	4-14-31	5,000
Whitbeck, Ezra (P)	Crossing Watchman	Ballston	2-6-31	1,000
Wolford, John (P)	Trainman	Kenwood	2-13-31	1,000
			Total	$61,150

(P) Denotes pensioned employee.

* Includes payment under Accidental Death and Dismemberment Insurance.

** Includes $3,000 under Special Plan of Insurance for Enginemen.

Books to Read

THE following books dealing with the subjects of Forestry and Geology, are available to Delaware and Hudson readers, upon request to the Company Librarian, MRS. I. G. SMITH, at Room 408, General Office Building, Albany:

Forestry

352	*Annual Report of Conservation Commission, N. Y. State*—1911 to 1916, incl., 1919, 1925.
352	*Annual Report of Forest, Fish and Game Commission, N. Y. State*—1902, 1903, 1910.
352	*List of Lands in Forest Preserve, N. Y. State*—1905, 1914.
352	*New York Forest Commission*—1890-1891.
360	*Proceedings of American Forest Congress*—1905.
352	*Report of Commissioners of Fisheries, N. Y. State*—1891.

Pamphlets

Conservation Commission Bulletin No. 2.

Forests and Water in the Light of Scientific Investigation.

Forest Laws of Minnesota.

Lessons in Fire Protection, by George H. Wirt.

Pennsylvania Forest Fire Warden's Manual—Bulletin 36.

Reforesting, N. Y. State.

The State Forests of Pennsylvania.

Geology

526	*Geodetic Survey*—1905.
352	*Geological Survey of Pennsylvania* (*Second*).
554	*Geological Survey of Illinois.*
554	*Geological Survey of Kentucky.*
554	*Geological Survey of Maryland.*
554	*Geological Survey, U. S.—17th Annual Report*, 1895-1896.
554	*Geological Survey, U. S. Mineral Resources.*
554	*Geological Survey of West Virginia.*
550	*Geologist, Annual Report of N. Y. State.*
550	*Geologist, Annual Report of State of New Jersey.*
652	*Geology, Economic Hydrology of N. Y. State.*
917.47	*Geology—Natural History of New York.*
554	*Geology—U. S. Geological Exploration of the 40th Parallel.*
554	*Geological and Natural Resources of Indiana.*
550	*Manual of Geology*, by Dana.
550	*Oil and Gas Resources of Kentucky.*

Hands

THE first finger of a woman's hand is almost always longer than her third, while the first finger of a man's hand is likely to be shorter. This has been confirmed, says Dr. E. E. Free in his *Week's Science* (New York), by Ruggles George of the University of Toronto, and is reported by the Wistar Institute Bibliographic Service of Philadelphia. We read:

"The result was obtained, Mr. George reports, by examining 630 hands of white adults in North America.

"There is no difference between right hands and left hands in this particular; both feminine hands tending to have long first fingers while both masculine hands have long third ones. Mr. George's announcement does not commit him to any theory of the cause of this curious difference, although some cause must exist in differing activities or heredities of the two sexes.

"It is tempting to consider the difference a result of different habits of men and women in savage times or in the still more ancient period when mankind was evolving slowly out of ape-like creatures. Under such savage or prehuman conditions, the male hand probably was used most importantly for grasping something; perhaps the limb of a tree or the handle of a weapon. Such use might be expected to strengthen and lengthen the third finger, which is at the center of the grasp.

"Under the same social conditions women, it is probable, had much less need to grasp things, but greater need to handle small and delicate things, like picking seeds from the ground or out of a seed pod, or handling small domestic tools like pins or needles. Thus the first finger, which is used chiefly for such things, got more exercise from its feminine owners, and grew correspondingly longer."

Signs

Sign in music store:

"Kiss the Girl You Love" and many others just as good.

Clicks from the Rails

Animal "Fares"

The exact rates for the transportation of live ostriches, camels, zebras, and even blood-sweating behemoths are specified in the Interstate Commerce Commission's Released Rates Order No. 916. These creatures therefore need no longer fear that they will be overcharged when riding on the railways, in the opinion of *The Railway Age*.

* * *

Trucking by Rail

Studies of the relative costs of transporting goods by rail and truck have resulted in the development of a novel plan by Pennsylvania Railroad officials for benefitting both. It is the railroad's intention to carry the loaded truck body between cities, at about one-half the figure it costs to operate a truck, the trucker collecting and delivering the lading in the terminal cities. The thought is that it will reduce trucking expenses, thereby permitting both the truck operator and railroad to realize a profit.

* * *

Engine Kills Pheasant

As the morning Delaware and Hudson passenger train left Raceville, Vt., recently, a fine cock pheasant stepped hautily in front of the locomotive. The engineman shrieked the whistle, but the king of Washington County's bird-life paid no attention. When the train reached Granville, the pheasant was found on the pilot of the locomotive.

* * *

Largest Tenders

Two giant locomotive tenders, over 55 feet long, having a capacity of 25,000 gallons of water and 25 tons of coal, and claimed to be the largest ever operated in passenger service, are now in experimental use on the Pennsylvania.

Traveling Cobra

It is more than likely that few passengers in a Pullman sleeper en route from New York to Washington, D. C., would have obtained much rest one recent night had they known of a hidden traveling companion—a fourteen-foot cobra being moved from the Bronx Zoo to the new National Zoo in the Capital. During its nine-month stay in the metropolis, the reptile had become a pet of Dr. Raymond L. Ditmars, curator of reptiles and mammals, who transferred the extremely poisonous snake from one city to the other in a leather handbag, which he placed under the blankets in his berth. Rather than frighten any of his fellow-passengers unnecessarily, Dr. Ditmars kept the identity of his charge a secret until the transfer had been completed. Cobras suffer serious injury if kept at a temperature below 70 degrees for any considerable length of time, thus precluding the use of other means of transporting this "pet."

* * *

Young Radio Entertainer

Donald (Sonny Boy) Winstead, three-year-old son of H. D. Winstead, night freight office clerk, Jackson, Miss., is one of the youngest radio entertainers "on the air." Donald sings regularly at 5:45 P. M. every Monday over station WJDK, Jackson. He has approximately twenty popular songs in his repertoire, having learned them from phonograph records and his parents.

* * *

Smallest Electric Train

The smallest electric train in the world, measuring only six inches in length, was recently displayed at the Model Railway Exhibits at Central Hall, Westminster, London. Made by an American, it operates on a current of 8 volts, and is complete with seats, cushions, windows, and even beautifully fashioned handles.

Trains to Rescue

During the past winter numerous instances were recorded of trains stopping to pick up passengers who were stranded when motor coaches became stuck in snowdrifts. This was particularly true in the Midwest where one train, on the Chicago and Alton, made four extra stops to rescue 56 passengers. Although the suddenness of blizzards caught many motor coach lines unawares, the railways continued operations without a halt in their schedules.

* * *

Twins "Meet" Daily

John L. Cogley, and James E. Cogley, enginemen on the Baltimore and Ohio's trains 31 and 32, running between Garrett, Ind., and South Chicago, are probably the only twins in the country holding similar positions on opposite runs.

* * *

Faithful Pen Holder

J. E. McGuirk, Train Dispatcher on the St. Louis Division of the Pennsylvania, would like to know if any railroader can match the "service record" of the pen holder he uses daily. He began using it 25 years ago, and has used no other since.—*Railway Age.*

* * *

Telephone Dispatching

Trains on nearly two-thirds of the total railroad mileage of this country are now being dispatched by telephone, according to the Telegraph and Telephone Section of the American Railway Association. Although train orders were handled almost exclusively by means of telegraph prior to 1909, the Association reports that on January 1, 1930, telephones were used for the transmission of train orders over 154,277 miles of track, compared with 101,548 miles on which telegraph wires are still in use.

Make it a Habit

BE THANKFUL every morning when you get up that you have something to do that day which must be done, whether you like it or not. Being forced to work, and forced to do your best, will breed in you temperance and self-control, diligence and strength of will, cheerfulness and content, and a hundred virtues which the idle never know.—CHARLES KINGSLEY.